

**Evaluation Sheet For National Register Eligibility
Potential Historic District Form**

- 1) **Location:** Clarksville, Baltimore Hundred, Sussex County, Delaware
Potential: Unknown (outside scope of work) outside of Area of Potential Effect (APE)
Historic District: No

- 2) **Boundary:** See Map: 1
The Clarksville District boundary considered for this Potential Historic District Form is that western portion of the Area of Potential Effect (APE), delineated for the Route 26 Improvements Project, in which all buildings and structures that border any proposed project activities along the existing Route 26 mainline were evaluated pursuant to 36 CFR 800.4(a)(1).

The western boundary of the Clarksville District considered as a Potential Historic District is located at the intersection of Route 26, Omar Road and Powell Farm Road (Road 365); the eastern boundary of the Clarksville District is located approximately 425 feet west of Road 347 and Route 26 (this is the eastern portion of the village of Clarksville as depicted on Sussex County, Delaware Tax Assessment Map 1-34-11 and Map 1-34-12. **See Map 1**). All properties fifty (50) years in age or older that touch the existing Route 26 were examined. See the attached list for all of the Cultural Resource Survey (CRS) numbers considered as part of the Clarksville District.

- 3) **Eligibility Comments:** The Clarksville District is recommended **not eligible** as a historic district.

State Plan Link:

Zone(s): Cypress Swamp and Coastal (Frankford, DE USGS Quadrangle, Photo revised 1984)

Period(s): Industrialization & Early Urbanization, 1830–1880 +/-; Urbanization & Early Suburbanization, 1880-1940 +/-

Theme(s): Settlement Patterns & Demographic Changes; Agriculture; Architecture, Engineering, and Decorative Arts

Property Type(s): Agricultural Complexes; I-houses (some with Vernacular Gothic Revival detailing); Bungalows, a Vernacular Gothic-Revival Church, Minimal Traditional and Colonial Revival (see the *Route 26 Eligibility Study*)

Development of Clarksville

During the period of Industrialization & Early Urbanization, 1830-1880 +/-, the community of Clarksville was established. In 1850, Peleg W. Helm opened a store in present-day Clarksville (what is presumed to be this “store” is shown on the 1868 Pomeroy & Beers *Atlas of the State of Delaware*, **See Figure 1**), and a few years later a post office was organized (The U.S. Postal Service *Record of Appointment of Postmasters*, does not list a salaried postmaster in Clarksville until Charles S. Richards petitioned for a post office in 1893, however). Clarksville is reputedly named in honor of Gideon Clark, an early pioneer living in the vicinity during the nineteenth century. By the turn of the twentieth century, Clarksville was a small community of 225 to 250 residents, most of whom were likely engaged in some

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form of agriculture (U.S. Postal Service, *Post Office Department Report of Site Locations*, 1893).

Some of Clarksville's residents engaged in small-scale broiler production in the late 1920s when local Ocean View resident, Mrs. Cecile Long Steele, "pioneered" the cultivation and sale of young chickens. Other residents in Clarksville continued small-scale corn and grain farming, while others grew strawberries during the period of Urbanization and Early Suburbanization (1880 – 1940 +/-). Few written records were found about the history of Clarksville, though it may be inferred that the intersection of Route 26, Omar Road and Powell Farm Road likely functioned as an early "hub" for the hamlet, given the fact that St. George's Church (S-9160) is seen at the northwest corner of the intersection, and a store and post-office were reputed to function nearby.

During the 1940s and 1950s, a rear sunroom addition on the McLoughlin House (S-2483) served as the post office for Clarksville; Mrs. McLoughlin served as the postmistress for the hamlet (Oral communication with Clarksville resident Anne B. Stewart, July 1, 2003).

Once roadways were paved and improved (See **Figure 2**), Sussex County's beaches became popular tourist destinations following World War II. As such, Clarksville witnessed a growth in seasonal traffic. In order to accommodate an influx of visitors, tourist amenities such as antique shops and automobile supply shops (Parts + Plus) were built during the late twentieth century. Older housing was torn down in favor of new development, and some larger farms were parceled out to make way for beach housing subdivisions. Additions were frequently made to older houses to accommodate modern amenities.

Physical Integrity: The Clarksville District considered along Route 26 generally suffers from a lack of integrity of setting, feeling, design, and materials. Many of the buildings seen on historic maps and historic USGS Quads (See **Figure One**) no longer exist, and those that do remain have sustained modern alterations and unsympathetic additions to their exterior facades. No cohesive town center remains of Clarksville; the hamlet today is dominated by single family residences built close to Route 26, interspersed with modern commercial development (such as Parts+Plus, Hudson's General Store off Irons Lane, 84 Lumber, and Hocker's Super Center at the intersection of Routes 26 and 17). Although dwellings and outbuildings suggest that agricultural (such as grain, soybean or corn) production was integral to the development of Clarksville in the nineteenth century, few properties fronting Route 26 in present-day Clarksville are currently engaged in poultry, grain, or strawberry farming. The high volume of traffic that currently passes through Clarksville along Route 26 has destroyed the rural, linear feeling, setting and association that the hamlet once exhibited (See **Figure Two**). Little to no integrity of Clarksville remains due to the demolition, alteration, and traffic pattern changes that have occurred within the corridor over the past twenty-five years, as highlighted at the intersection of Route 26 and Omar and Powell Farm Roads, and well as Routes 26 and 17.

While the Clarksville District contains property types discussed in the *Route 26 Eligibility Study* such as I-houses (with or without vernacular Gothic Revival detailing), bungalows, Minimal Traditional, a vernacular Gothic Revival Church, and some Colonial Revival dwellings, and functional property types such as Agricultural Complexes, these resources (See attached list for resources evaluated as part of the Clarksville District, and refer to the specific CRS Form for each individual form) are non-contributing resources to an ineligible district.

Due to physical alterations, which include, but are not limited to, porch infill, changes in fenestration,

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unsympathetic additions, demolition, and unsympathetic changes to the setting, the Clarksville District lacks integrity of feeling, design, materials and workmanship. Since the historic fabric of the hamlet is frequently lacking, and community structures and organizations once located in the Clarksville District are not gone (such as the post office and general store), the Clarksville District also lacks significance as a historic district.

Eligible for Listing:

YES ☐ NO ☒

Explain: The hamlet of Clarksville is not directly associated with an event of importance, nor is it a representative example of a linear village that exhibits a pattern of events or historic trends endemic to Sussex County which retains integrity of setting, feeling or association (Criterion A). The Clarksville District is not known to be associated with the productive lives of persons significant to local, state, or national history (Criterion B). The buildings located within the hamlet of Clarksville are not distinctive to a given period in time or method of construction (except Spring Banke, a *circa* 1770 National Register Listed Property), nor do they represent the work of a master or architect (Criterion C). Owing to prior ground disturbance, there is little probability that new information will result from any archaeological testing performed in the vicinity of the hamlet (Criterion D).

Evaluator: Jennifer Horner McCormick, Taylor & Associates, Inc. May 30, 2002/Revised July 2003
Name Firm and Title Date

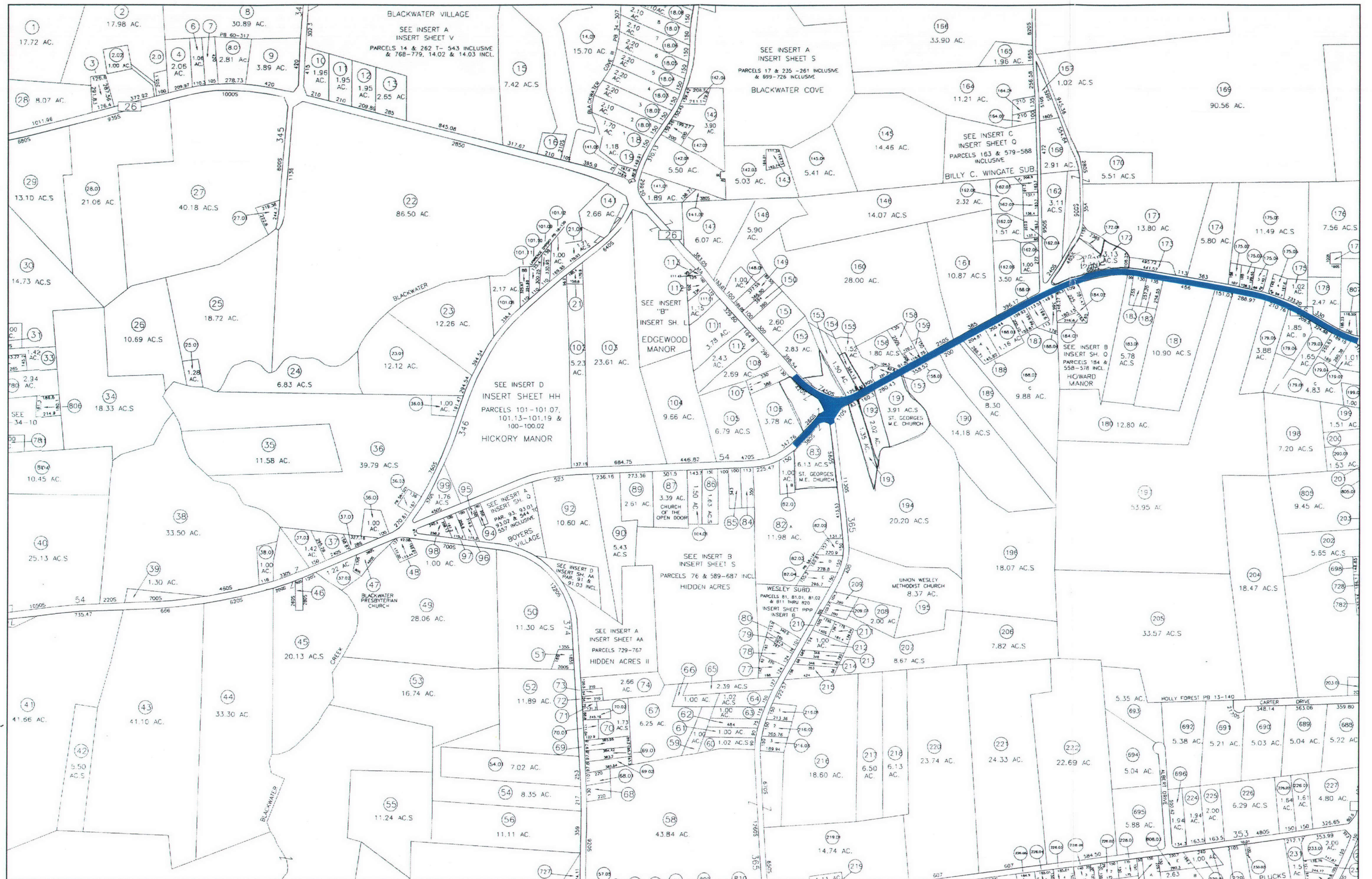
Concur: _____
Name SHPO and Title Date

Comments:

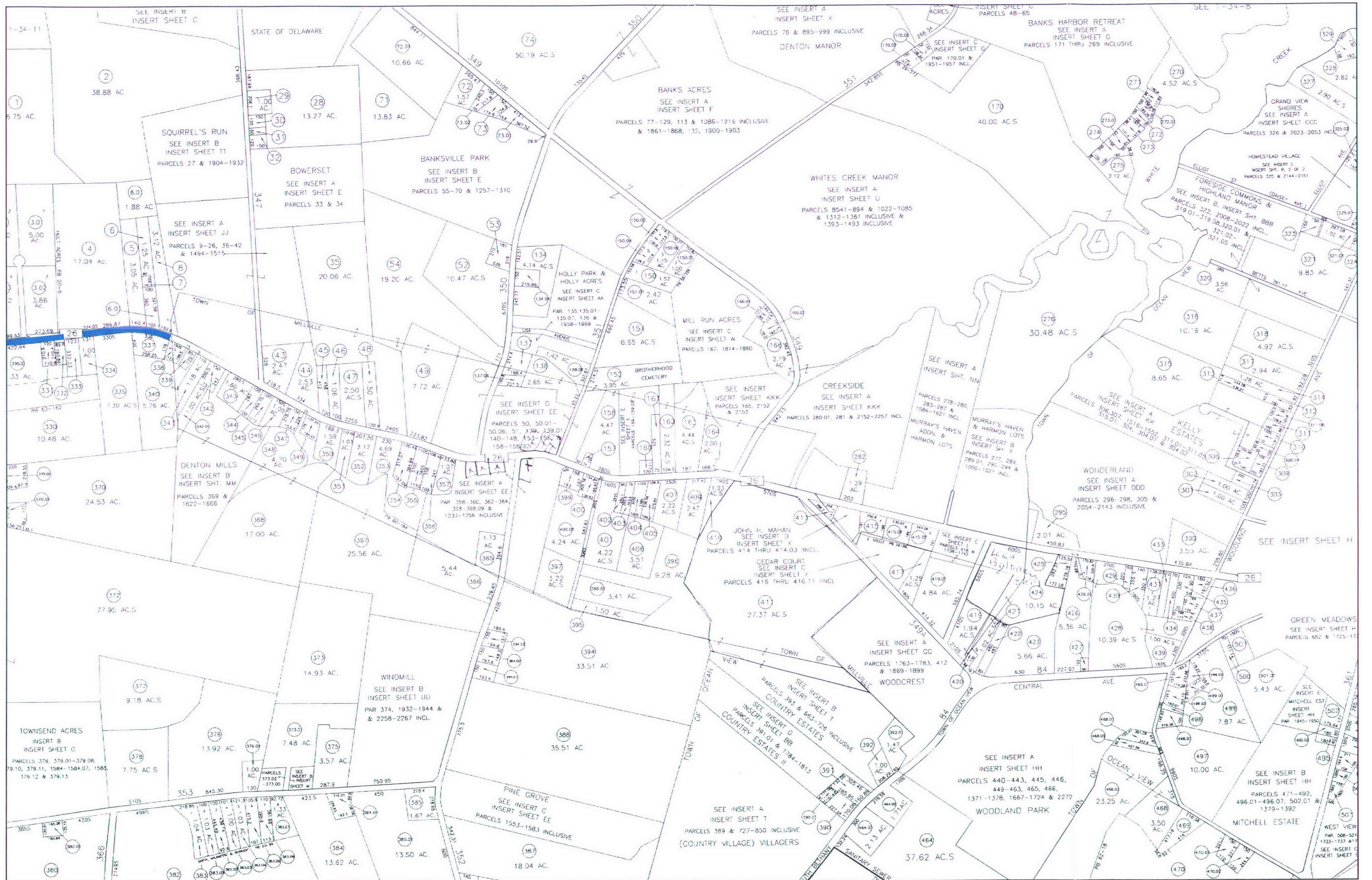
List of CRS #'s considered for the Clarksville District for the Route 26 Planning Study

Clarksville District

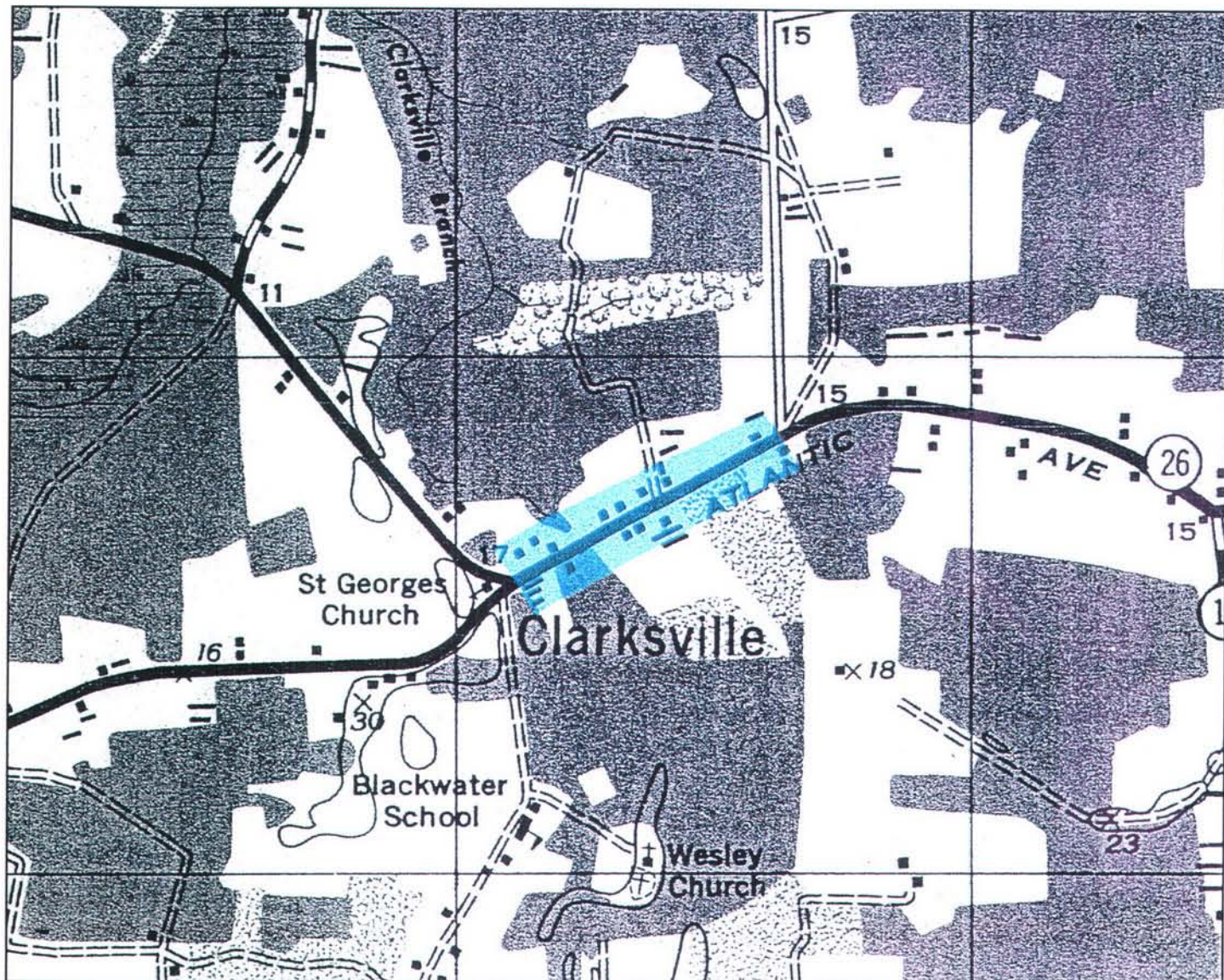
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S-2440
S-454
S-9771
S-9772
S-9773
S-2439
S-2770
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S-2449



Map: r-34-11 Clarksville District



Map: 1-34-12 Clarksville District

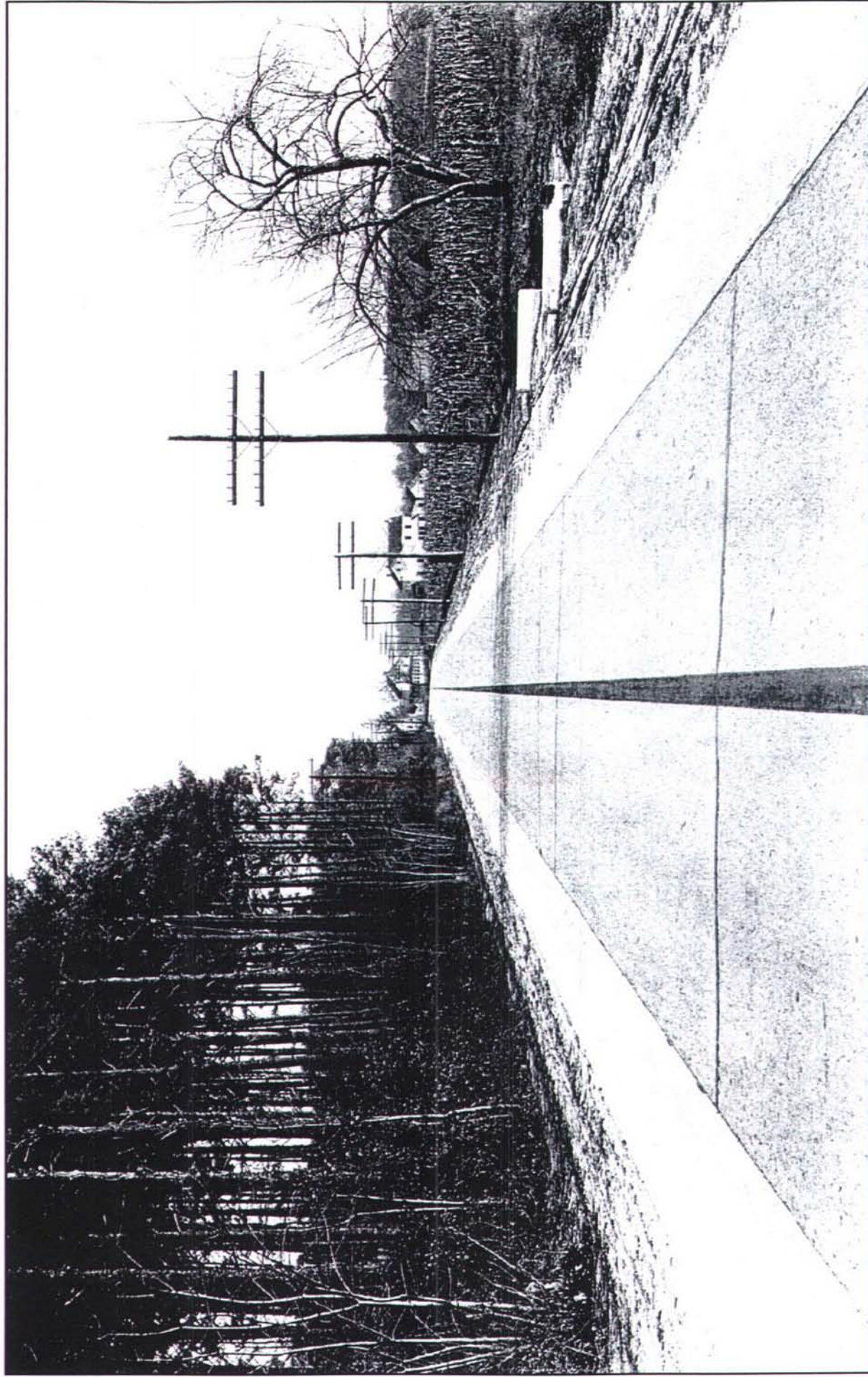


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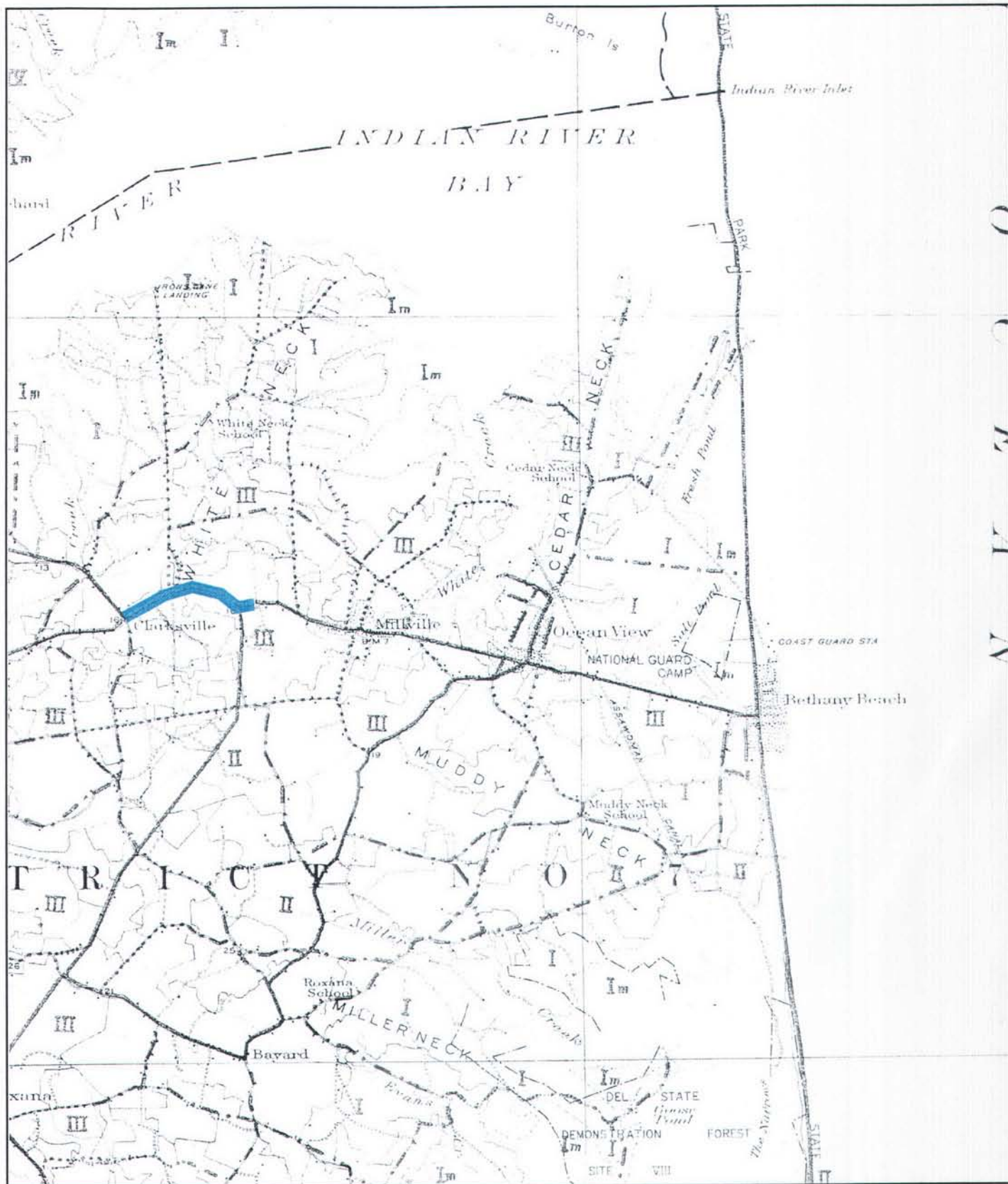
1 inch = 1000 feet

Vicinity of Clarksville, DE
Frankford, Delaware
USGS Quadrangle
Photorevised 1948

Figure One



View of Route 26 from Clarksville
to Bethany Beach, c. 1934
State Highway Department, 1908-1969
Roads and Streets of Sussex County
Delaware Public Archives



— Vicinity of Clarksville District



N

Not to Scale

Frankford, DE
USGS Quadrangle
Photo Revised 1941
Delaware State Archives

Figure 3



Photograph 1: Route 26, near the junction of Omar & Powell Farm Roads. St. George's United Methodist Church (S-9160) is seen in the right of the photo. This is the western approach of the Clarksville District, taken July 2003, looking southeast.



Photograph 2: Clarksville District, looking east from Omar Road at the intersection of Route 26. This crossroads was once likely the center of Clarksville; today (July 2003) traffic patterns have changed, and little sense of feeling of a linear community remains.



Photograph 3: Clarksville District, looking northwest from Route 26 at St. George's United Methodist Church (S-9160; seen in center with spire). This crossroads with Omar and Powell Farm Roads was likely once the center of Clarksville; today (July 2003) it is a modern intersection.



Photograph 4: Clarksville District, looking east down Route 26 (S-2485) is seen in the left foreground (taken July 2003). Little sense or feeling of a linear community remains in Clarksville.